



DEPARTMENT OF THE NAVY

COMMANDING OFFICER
NAVAL AIR STATION
700 AVENGER AVENUE
LEMOORE, CALIFORNIA 93246-5001

NASLEMINST 11320.5C CH-4
303

09 JUN 1997

NAS LEMOORE INSTRUCTION 11320.5C CHANGE TRANSMITTAL 4

From: Commanding Officer, Naval Air Station, Lemoore

Subj: RESPONSE TO EMERGENCIES

Encl: (1) Vehicle Placement 32R/32L No Arrestment
(2) Vehicle Placement 32R/32L Arrestment (Dry)
(3) Vehicle Placement 32R/32L Arrestment (Wet)
(4) Vehicle Placement 14R/14L No Arrestment
(5) Vehicle Placement 14R/14L Arrestment (Dry)
(6) Vehicle Placement 14R/14L Arrestment (Wet)

1. Purpose. To transmit change 4 to the basic instruction.
2. Action. Make the following changes to the basic instruction:
 - a. Paragraph 3a, add subparagraph "(7) Weapons status."
 - b. Replace enclosures (1) through (6) of the basic instruction with enclosures (1) through (6) of this change transmittal.


L. D. CHILDRESS

Distribution: (NASLEMINST 5215.2V)
Lists B and E



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NASLEMINIST 11320.5C CH-3
30000

15 JUL 1996

NAS LEMOORE INSTRUCTION 11320.5C CHANGE TRANSMITTAL 3

From: Commanding Officer, Naval Air Station, Lemoore

Subj: RESPONSE TO EMERGENCIES

Encl: (1) Revised enclosure (5) of basic instruction

1. Purpose. To issue enclosure change to basic instruction.
2. Action. Remove enclosure (5) of basic instruction and replace with revised enclosure (1) of this change transmittal.


L. D. CHILDRESS

Distribution: (NASLEMINST 5215.2V)
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IN REPLY REFER TO:

NASLEMINST 11320.5C CH-2
30300

15 DEC 1963

NAS LEMOORE INSTRUCTION 11320.5C CHANGE TRANSMITTAL 2

From: Commanding Officer, Naval Air Station, Lemoore

Subj: RESPONSE TO EMERGENCIES

Encl: (1) Vehicle Placement 32R/32L No Arrestment
(2) Vehicle Placement 32R/32L Arrestment (Dry)
(3) Vehicle Placement 32R/32L Arrestment (Wet)
(4) Vehicle Placement 14R/14L No Arrestment
(5) Vehicle Placement 14R/14L Arrestment (Dry)
(6) Vehicle Placement 14R/14L Arrestment (Wet)

1. Purpose. To issue a change to the basic instruction.

2. Action. Replace enclosures (1) through (6) of basic instruction with enclosures (1) through (6) of this change transmittal.


A. R. GORTHY

Distribution: (NASLEMINST 5215.2T)
Lists B & E



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IN REPLY REFER TO:

NASLEMINST 11320.5C CH-1
30300

14 JUN 1993

NAS LEMOORE INSTRUCTION 11320.5C CHANGE TRANSMITTAL 1

From: Commanding Officer, Naval Air Station, Lemoore

Subj: RESPONSE TO EMERGENCIES

1. Purpose. To make pen and ink change to the basic instruction.
2. Action. Add the following subparagraph at the end of paragraph 3a: "(6) Number of personnel aboard aircraft."


A. R. GORTHY

Distribution: (NASLEMINST 5215.2T)
Lists B & E



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IN REPLY REFER TO:

NASLEMINST 11320.5C
30300

26 MAY 1992

NAS LEMOORE INSTRUCTION 11320.5C

From: Commanding Officer, Naval Air Station, Lemoore

Subj: RESPONSE TO EMERGENCIES

Encl: (1) Vehicle Spotting 32L and 32R Emergency Standby
(2) Vehicle Spotting 32L and 32R (Dry Earth) Arrestment
(3) Vehicle Spotting 32L and 32R (Wet Earth) Arrestment
(4) Vehicle Spotting 14L and 14R Emergency Standby
(5) Vehicle Spotting 14L and 14R (Dry Earth) Arrestment
(6) Vehicle Spotting 14L and 14R (Wet Earth) Arrestment

1. Purpose. This instruction establishes procedures to be followed by Crash/Fire, Field Support, Tower, and medical personnel in response to an emergency. It should be noted that hard and fast rules cannot be established for every conceivable emergency, and nothing contained herein is meant to preclude the use of common sense or good judgment.

2. Cancellation. NASLEMINST 11320.5B

3. Emergency Alert Notification. Response to an emergency must be made as quickly as possible. All available forms of emergency communications must be utilized to ensure all units concerned receive an alert warning and a comprehensive description of an emergency in progress. Announcement will normally be made over the Crash Fire Red and Yellow land line phones and the Crash/Fire Broadcast Net 140.1 MKZ. Specific responsibilities are:

a. Tower. Most emergencies will be initiated by the Control Tower utilizing the Crash/Fire Net Primary (RED) Crash Phone Circuit. In most instances the first action will be for the Tower to broadcast over the Crash/Fire Net (140.1 MKZ) "LEMOORE DISPATCH, LEMOORE TOWER, ROLL THE GEAR TO RUNWAY _____, STAND BY FOR FURTHER INFORMATION." This will allow the standby truck to start its setup before the crash phone is activated. Additional information will be passed via the Crash/Fire net as required. The following information should be passed over the Red Crash phone upon initial activation of this circuit and over the Crash/Fire Net as soon as silence has been achieved:

- (1) Type aircraft
- (2) Identification Number
- (3) Nature of emergency
- (4) Location of aircraft
- (5) Pilot's intentions and/or special action required

26 MAY 1992

Tower personnel will continue to keep all ground units informed concerning the location and status of the emergency aircraft. Continue to pass any additional information received regarding the aircraft to enable ground units to properly respond to any contingency.

b. Operations Duty Officer. Upon receipt of an aircraft emergency alert, the ODO shall activate the Yellow Crash Phone Net and pass all available information to stations on this net. The ODO must also pass the word concerning the requirement for a SAR launch.

c. Consolidated Emergency Communications Center. Upon initial receipt of an aircraft emergency alert, the Alarm Room Operator shall activate the Radio Tone Alert for the Crash Fire Station and announce all available information concerning the emergency over the Crash Net radio system. (140.1 MKZ).

d. Photo/Emergency Communications. The duty photographer and the driver of NLC 221 shall standby at the ODO desk. The ODO shall dispatch them as required.

e. Senior Fire Officer and Field Support Section Leader will: Notify all participating units of any information which would assist other units in preparing for the emergency. Ensure that drivers know where to spot their vehicles and that they know the most expeditious route to follow to these positions. Require that all drivers under their control respond promptly but safely to all emergencies. Vehicles and crews are of assistance in an emergency only if they arrive safely at the scene. The Senior Fire Officer will secure the Ambulance crew.


4. Equipment. Equipment and vehicles responding to emergencies will be manned by Crash/Fire, Field Support, and medical personnel and will take up positions indicated in enclosures (1) through (6). Fire trucks will roll first, with support equipment following at a safe distance to permit maneuvering of fire trucks into position. Fire trucks will take up "first on the line" positions with Field Support behind. Routes to be used will be taxiway "A" to the main parallel taxiway, then to the position as indicated. Equipment will pull off of the main parallel taxiway onto the diagonal connecting taxiways to permit clearance for other vehicles to pass. After the aircraft lands, equipment will hold fast until it is determined that their services are required, then proceed via the runway or most expeditious route to the aircraft. At night, no equipment is permitted to travel the area in which Field Support personnel are operating unless the aircraft has experienced obvious damage requiring immediate assistance. Field Support vehicles will not drive between the aircraft and "ready" fire trucks except as required to tow or hoist the stricken aircraft. Fire equipment will be secured by

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the Senior Fire Officer. If a short field arrestment is anticipated, Field Support personnel will stand by the gear at a safe distance with their equipment. The petty officer in charge of the arresting gear to be used will report to the Tower that it is ready for engagement. The Field Support section leader will secure Field Support equipment.

5. Additional Guideline Requested. Tower Operator will ensure taxiing aircraft are alerted to "Hold Position" while emergency vehicles position. Taxiing aircraft shall not be authorized to impede emergency vehicle response route(s). A taxiing aircraft will, however, have right of way until Tower advises all vehicles operators that aircraft will "hold position."

6. Action. Department heads concerned will ensure that their personnel comply with provisions of this instructions.

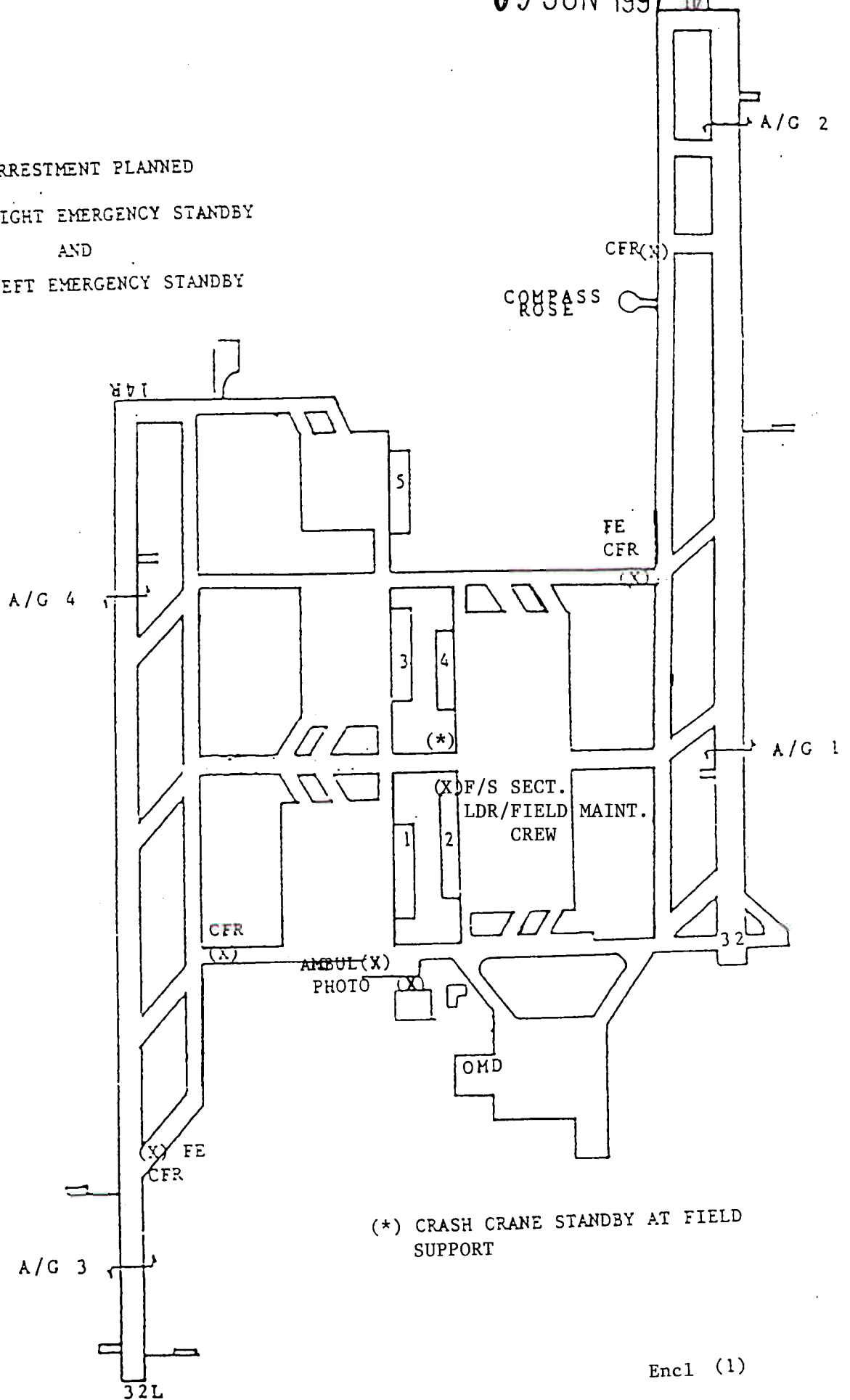


J. E. HART

Distribution: (NASLEMINST 5215.2S)
List B & E

09 JUN 1997

NO ARRESTMENT PLANNED
32 RIGHT EMERGENCY STANDBY
AND
32 LEFT EMERGENCY STANDBY



Encl (1)

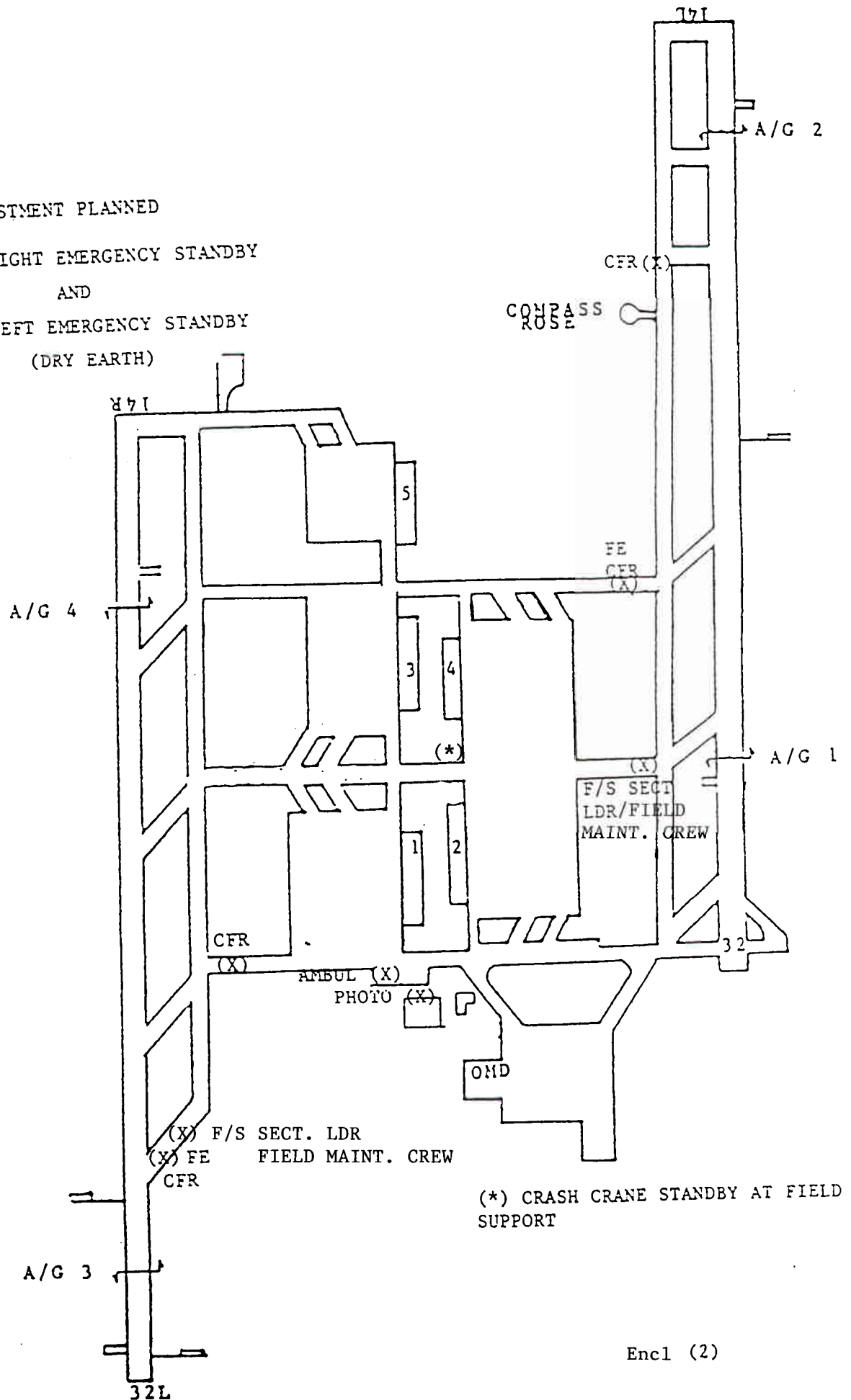
09 JUN 1997

ARRESTMENT PLANNED

32 RIGHT EMERGENCY STANDBY

AND

32 LEFT EMERGENCY STANDBY
(DRY EARTH)



(*) CRASH CRANE STANDBY AT FIELD SUPPORT

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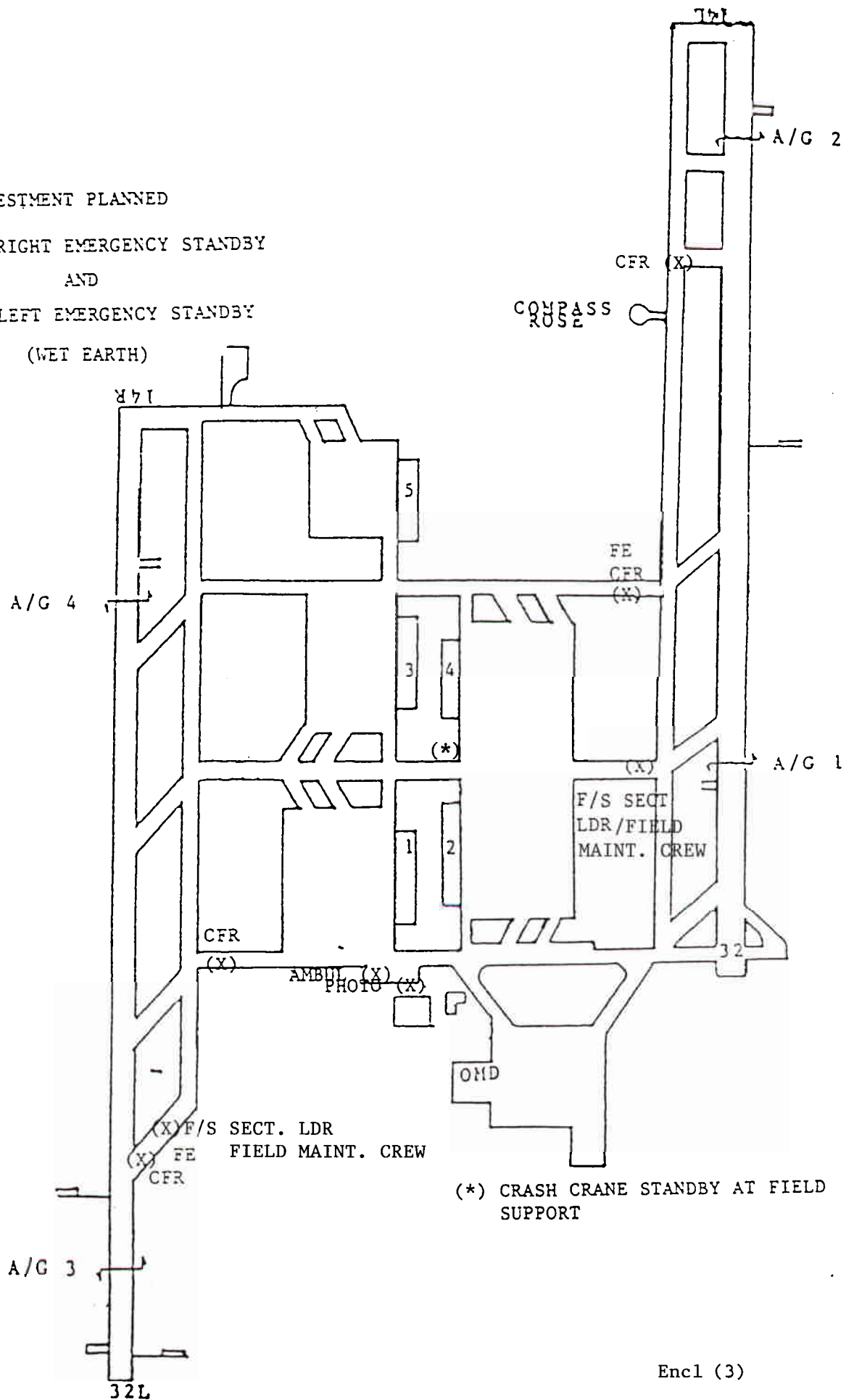
ARRESTMENT PLANNED

32 RIGHT EMERGENCY STANDBY

AND

32 LEFT EMERGENCY STANDBY

(WET EARTH)



(*) CRASH CRANE STANDBY AT FIELD SUPPORT

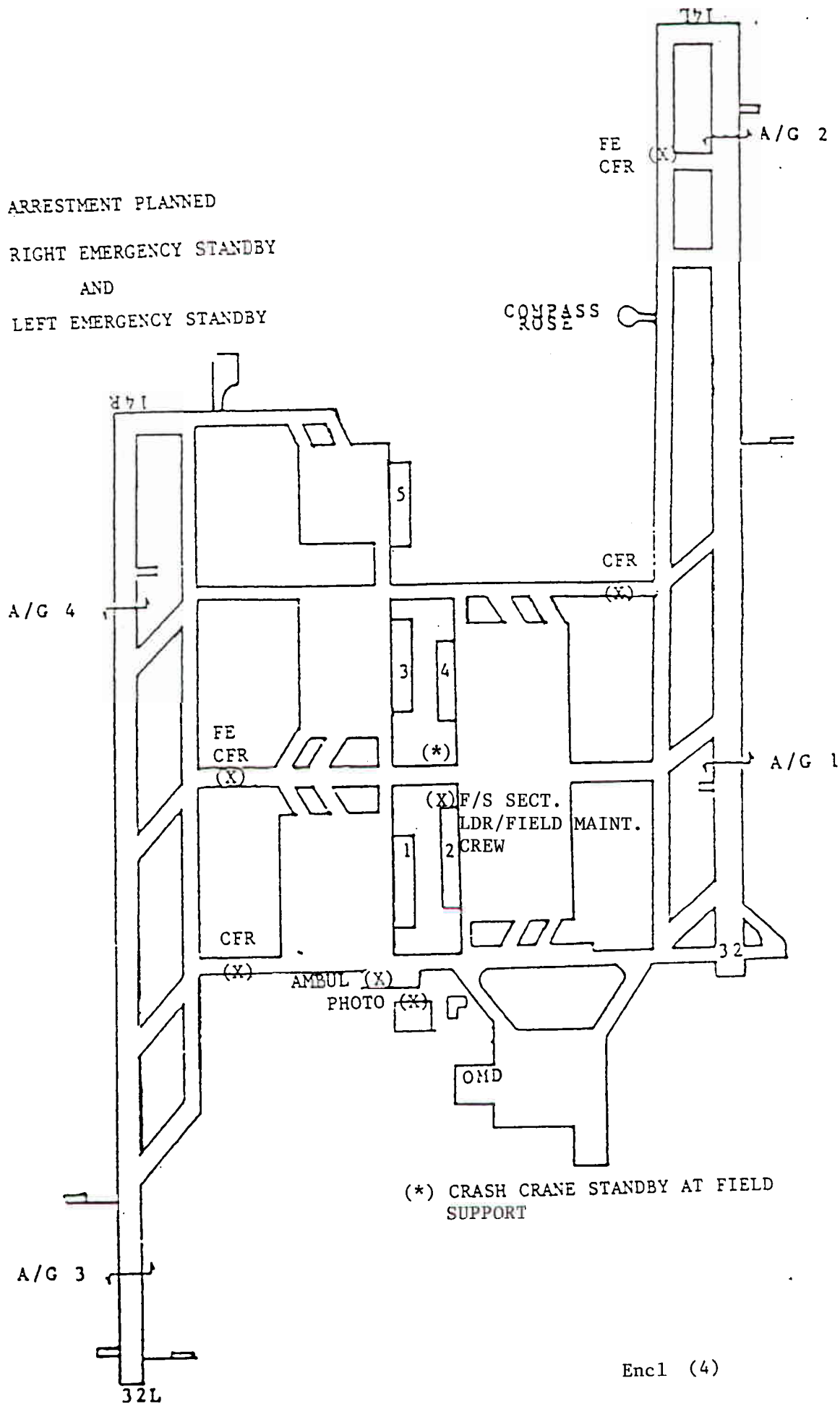
09 JUN 1997

NO ARRESTMENT PLANNED

14 RIGHT EMERGENCY STANDBY

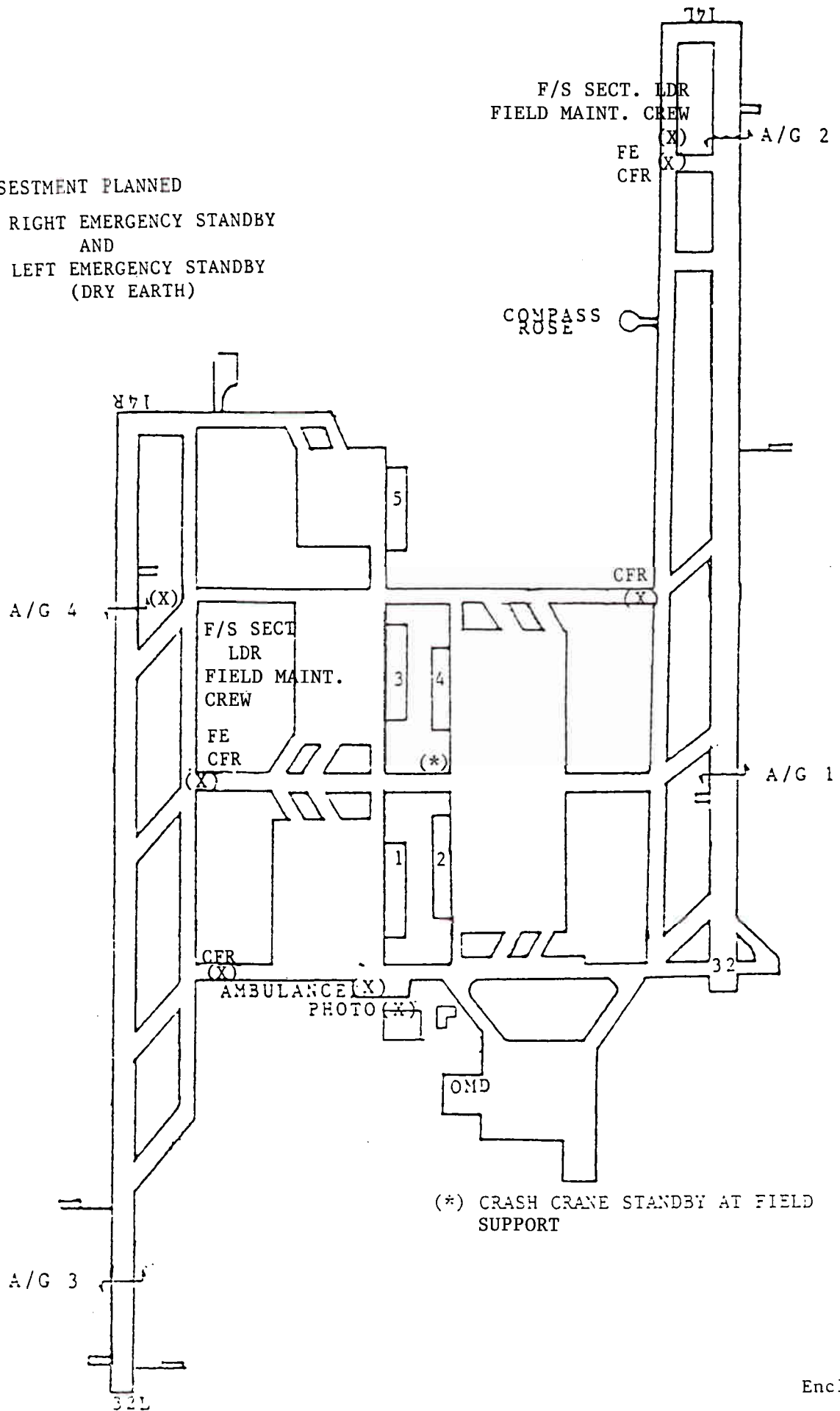
AND

14 LEFT EMERGENCY STANDBY



ASSESTMENT PLANNED

14 RIGHT EMERGENCY STANDBY
AND
14 LEFT EMERGENCY STANDBY
(DRY EARTH)



09 JUN 1997

ARRESTMENT PLANNED
14 RIGHT EMERGENCY STANDBY
AND
14 LEFT EMERGENCY STANDBY
(WET EARTH)

